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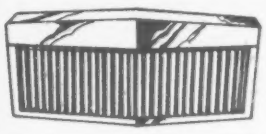

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Registrations lowest since '75 for four months

Continued from Page 16

was off 17.2 percent, from 19,869 units in 1980 to 16,927.

Group 7 registrations for the four months totaled 21,779, a decline of 22.5 percent from last year's 28,107 units. The Group 8 count was down 30.6 percent, from 40,985 units a year ago to 28,458.

No. 1 Ford increased its lead over Chevrolet by about 400 units in April and boosted its four-month edge to approximately 8,200 units.

In April, Ford had 57,555 registrations, compared with 57,158 for Chevrolet. Through April, Ford's total was 220,085 and accounted for 32.05 percent of the industry count.

Chevrolet's four-month registrations totaled 211,907 units, accounting for 30.86 percent of the tally.

International ups lead over Ford in HD registrations

Continued from Page 16

tional. But the latter is far ahead in the Group 8 count, 6,452 versus 2,702.

International registrations through April accounted for 26.04 percent of the industry total, an increase of 9.80 percentage points over the year-ago 16.24 percent on 11,202 tallies.

Ford's share of the industry total was off 2.67 points from a year ago from 24.09 percent on 16,618 registrations to 21.42 percent on 10,759.

During the first four months, 50,237 Group 7 and 8 new trucks were registered in the U. S., down 27.3 percent from last year's 69,092. April tallies were off 25.9 percent, from 19,435 a year ago to 14,392.

Pochiluk joins Chase

BALA CYNWYD, Pa. — William R. Pochiluk Jr., has been named vice president and director of the automotive group at Chase Econometrics. He formerly was with General Motors as manager of North American passenger-car market analysis and forecasts.

NEW TRUCK SALES BY MAKE AND GVW CLASS

FOUR MONTHS, 1981 VS. 1980★

		Group 1 6,000 pounds and less	Group 2 6,001-10,000	Group 3 10,001-14,000	Group 4 14,001-16,000	Group 5 16,001-19,500	Group 6 19,501-26,000	Group 7 26,001-33,000	Group 8 33,001 and over	Make Totals
AUTOCAR	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**123**	**123**
	April, '80	.....	.....	.....	.....	.....	.....	.....	192	192
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**423**	**423**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	654	654
BROCKWAY	**April, '81**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	April, '80	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	.....	.....
CHEVROLET	**April, '81**	**31,994**	**22,340**	**948**	.....	**95**	**838**	**846**	**97**	**57,158**
	April, '80	32,213	29,149	41	.....	181	1,175	1,268	296	64,323
	Year to Date '81	**113,914**	**87,240**	**4,060**	.....	**297**	**3,066**	**2,969**	**361**	**211,907**
	Year to Date '80	127,706	129,367	697	.....	630	4,457	5,162	1,189	269,208
(Memo Units) #	**April, '81**	**13,783**	**6,665**	.....	.....	.....	.....	.....	.....	**20,448**
	April, '80	15,278	8,189	.....	.....	.....	.....	.....	.....	23,467
	Year to Date '81	**46,195**	**24,533**	.....	.....	.....	.....	.....	.....	**70,728**
	Year to Date '80	61,292	38,951	.....	.....	.....	.....	.....	.....	100,243
DIAMOND REO	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**9**	**9**
	April, '80	.....	.....	.....	.....	.....	.....	.....	5	5
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**44**	**44**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	28	28
DODGE	**April, '81**	**7,811**	**6,064**	**76**	.....	.....	.....	.....	.....	**13,951**
	April, '80	8,374	11,937	448	48	.....	.....	.....	.....	20,807
	Year to Date '81	**30,596**	**21,387**	**190**	**1**	.....	.....	.....	.....	**52,174**
	Year to Date '80	30,953	45,683	1,592	139	.....	.....	.....	.....	78,367
(Memo Units) #	**April, '81**	**4,714**	**3,477**	**8**	.....	.....	.....	.....	.....	**8,199**
	April, '80	5,682	8,202	349	.....	.....	.....	.....	.....	14,233
	Year to Date '81	**19,172**	**12,045**	**20**	.....	.....	.....	.....	.....	**31,237**
	Year to Date '80	20,881	29,273	647	.....	.....	.....	.....	.....	50,801
FORD	**April, '81**	**19,718**	**33,891**	.....	.....	.....	**1,037**	**2,163**	**746**	**57,555**
	April, '80	22,200	43,456	64	.....	.....	2,230	4,391	1,607	73,948
	Year to Date '81	**74,457**	**130,649**	.....	.....	.....	**4,220**	**8,057**	**2,702**	**220,085**
	Year to Date '80	86,302	170,743	246	.....	.....	6,599	11,460	5,158	280,508
(Memo Units) #	**April, '81**	**7,906**	**10,879**	.....	.....	.....	.....	.....	.....	**18,785**
	April, '80	9,450	15,429	.....	.....	.....	.....	.....	.....	24,879
	Year to Date '81	**29,616**	**40,491**	.....	.....	.....	.....	.....	.....	**70,107**
	Year to Date '80	37,039	54,861	.....	.....	.....	.....	.....	.....	91,900
FREIGHTLINER	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**864**	**864**
	April, '80	.....	.....	.....	.....	.....	.....	.....	1,264	1,264
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**2,701**	**2,701**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	4,297	4,297
VOLVO	**April, '81**	.....	.....	.....	.....	.....	**3**	**52**	**49**	**104**
	April, '80	.....	.....	.....	.....	.....	.....	53	.....	53
	Year to Date '81	.....	.....	.....	.....	**1**	**11**	**206**	**154**	**372**
	Year to Date '80	.....	.....	.....	.....	.....	.....	210	34	244
GMC	**April, '81**	**5,164**	**6,503**	**8**	.....	**37**	**473**	**950**	**936**	**14,071**
	April, '80	4,030	7,503	3	.....	60	772	1,403	1,692	15,463
	Year to Date '81	**18,513**	**23,032**	**12**	.....	**180**	**1,964**	**3.405**	**3,129**	**50,235**
	Year to Date '80	16,974	34,821	4	.....	191	3,354	5,580	5,720	66,644
(Memo Units) #	**April, '81**	**807**	**1,890**	.....	.....	.....	.....	.....	.....	**2,697**
	April, '80	758	2,217	.....	.....	.....	.....	.....	.....	2,975
	Year to Date '81	**2,808**	**5,771**	.....	.....	.....	.....	.....	.....	**8,579**
	Year to Date '80	3,443	9,990	.....	.....	.....	.....	.....	.....	13,433
INTERNATIONAL	**April, '81**	.....	**224**	.....	.....	.....	**1,185**	**1,807**	**1,970**	**5,186**
	April, '80	.....	1,033	.....	.....	.....	815	1,033	1,289	4,170
	Year to Date '81	.....	**1,242**	.....	.....	.....	**5,752**	**6,631**	**6,452**	**20,077**
	Year to Date '80	.....	5,562	.....	.....	.....	4,232	5,067	6,135	20,996
(Memo Units) #	**April, '81**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	April, '80	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	.....	.....
JEEP	**April, '81**	**2,643**	**1,552**	.....	.....	.....	.....	.....	.....	**4,195**
	April, '80	4,306	2,168	.....	.....	.....	.....	.....	.....	6,474
	Year to Date '81	**9,051**	**6,630**	.....	.....	.....	.....	.....	.....	**15,681**
	Year to Date '80	18,122	11,772	.....	.....	.....	.....	.....	.....	29,894
(Memo Units) #	**April, '81**	**2,643**	**1,143**	.....	.....	.....	.....	.....	.....	**3,786**
	April, '80	4,306	1,624	.....	.....	.....	.....	.....	.....	5,930
	Year to Date '81	**9,051**	**4,908**	.....	.....	.....	.....	.....	.....	**13,959**
	Year to Date '80	18,122	8,784	.....	.....	.....	.....	.....	.....	26,906
KENWORTH	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**1,088**	**1,088**
	April, '80	.....	.....	.....	.....	.....	.....	.....	1,147	1,147
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**3,385**	**3,385**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	4,431	4,431
MACK	**April, '81**	.....	.....	.....	.....	.....	**120**	**26**	**1,638**	**1,784**
	April, '80	.....	.....	.....	.....	.....	40	.....	2,129	2,169
	Year to Date '81	.....	.....	.....	.....	.....	**361**	**44**	**5,630**	**6,035**
	Year to Date '80	.....	.....	.....	.....	.....	67	.....	7,651	7,718
PETERBILT	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**464**	**464**
	April, '80	.....	.....	.....	.....	.....	.....	.....	782	782
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**1,799**	**1,799**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	2,811	2,811
PLYMOUTH	**April, '81**	**1,001**	**378**	.....	.....	.....	.....	.....	.....	**1,379**
	April, '80	1,883	901	.....	.....	.....	.....	.....	.....	2,784
	Year to Date '81	**4,443**	**1,436**	.....	.....	.....	.....	.....	.....	**5,879**
	Year to Date '80	7,314	3,346	.....	.....	.....	.....	.....	.....	10,660
WESTERN STAR	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**55**	**55**
	April, '80	.....	.....	.....	.....	.....	.....	.....	97	97
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**246**	**246**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	402	402
WHITE	**April, '81**	.....	.....	.....	.....	.....	.....	.....	**183**	**183**
	April, '80	.....	.....	.....	.....	.....	.....	.....	451	451
	Year to Date '81	.....	.....	.....	.....	.....	.....	.....	**970**	**970**
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	1,836	1,836
MISCELLANEOUS*	**April, '81**	**26,624**	**492**	**1**	**1**	.....	**314**	**136**	**190**	**27,758**
	April, '80	25,855	2	7	.....	1	265	151	185	26,466
	Year to Date '81	**91,381**	**1,258**	**2**	**3**	**3**	**1,088**	**487**	**452**	**94,644**
	Year to Date '80	100,311	3	10	4	12	1,122	565	602	102,629
TOTALS	**April, '81**	**94,955**	**71,444**	**1,033**	**1**	**132**	**3,970**	**5,980**	**8,412**	**185,927**
	April, '80	98,861	96,149	563	48	242	5,297	8,299	11,136	220,595
	Year to Date '81	**342,355**	**272,874**	**4,264**	**4**	**481**	**16,442**	**21,779**	**28,458**	**686,657**
	Year to Date '80	387,682	401,297	2,549	143	833	19,831	28,044	40,948	881,327

★—No registrations Oklahoma, 1981 and 1980; District of Columbia, April, 1981; Hawaii, 1980.

#—Memo units are trucks which are part of the total listed above each entry. Chevrolet memo units are Chevy-Van, El Camino, Blazer and LUV; Dodge and Plymouth compact trucks; Ford Econoline, Bronco and Courier; GMC, Vandura, Jimmy and Caballero; International Scout; Jeep, CJ-5 and CJ-7.

*—Miscellaneous includes imports, Mercedes-Benz, Hendrickson, Oshkosh, etc.

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June 23—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich. 48180.

June 24—Dallas Auto Auction, Grand Prairie, Tex.; Sand Mountain Auto Auction, U.S. 431, Boaz, Ala.; Southern Auto Sales, S. Main St., Warehouse Fte., Conn.

June 26—Concord Auto Auction, Hosmer St., Acton, Mass.

Other sales may be scheduled pending availability. Please contact C. A. Miller at 1-800-521-4360 for further details.

Chrysler Corp.

June 23—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.; Metro Auto Auction of Kansas City, Lee's Summit, Mo.

June 24—St. Pete Auto Auction, St. Petersburg, Fla.

June 25—Clanton's Auto Auction, Darlington, S. C.

Ford Motor Co.

June 24—Clanton's Auto Auction, Highway 34 West, Darlington, S. C.; Golden Gate Auto Auction, 6010 Stevenson Blvd., Fremont, Calif.

June 25 — Skyline Auto Exchange, 100 Route 46, Fairfield, N. J.

June 30 — Harrisonburg Auto Auction, Interstate 81—Exit 52, Harrisonburg, Va.

Used car sales
Auction Averages

June to date	$4,280
Month ago	$4,299
Year ago	$3,325

UOP to supply catalysts to Fuji for Subaru

DES PLAINES, Ill. — UOP, Inc., announced that its Automotive Products Division will supply emission control catalysts to Fuji Heavy Industries, Ltd., Tokyo.

The three-component catalysts will be installed on Fuji's Subaru vehicles to be marketed in the U. S. and Japan.

Model breakdown
Auction Averages

	JUNE TO DATE	MAY	APRIL
1981	$7,128	$7,326	$8,014
1980	5,869	5,697	5,872
1979	4,873	4,843	4,807
1978	3,560	3,645	3,748
1977	2,973	3,086	2,856
1976	2,255	2,264	2,144
1975	1,858	1,708	1,605
1974	1,353	1,457	1,356
Overall Average	$4,280	$4,326	4,116

Mair looks at the engines of tomorrow

More cars, but they'll use less fuel

WARREN, Mich. — Even though there are going to be increases in the number of cars on the road and in miles traveled, cars in the U. S. will use at least one-third less fuel in 1990 than they did in the record high usage year of 1978.

That is the prediction of Alex C. Mair, vice president and group executive in charge of General Motors' Technical Staffs. It was made at a press gathering as GM observed the 25th anniversary of its Technical Center here.

The reduced consumption will come from increased fuel economy. Mair said there is intramural competition among proponents of various engines in GM with each group contending its favorite engine is the best.

He said turbine engines lag behind three other powerplants, at least for the mid-term period.

He said GM engineers consider the most promising candidates over the next 20 years or so to be advanced gasoline engines, advanced diesel engines and advanced electric vehicles.

Gasoline engines, already being improved by the use of fast-burn combustion chambers, lower bore-to-stroke ratios, electronic knock limiters and friction reducers, can achieve further fuel-economy gains by port fuel injection and ram tuning, he said.

• Diesels, which today typically get 25 percent more mileage than comparable gasoline engines, might achieve an even greater advantage with the use of direct fuel injection and turbocharging, Mair said.

Durability tests of its nickel-zinc batteries, now being conducted, probably are the most critical phase in determining whether GM will achieve its goal of introducing electric-powered vehicles in the mid-'80s, he said.

"Because of more-stringent emissions standards, the gas engine has to be fitted with many complex devices — three-way catalysts, closed-loop controls and a small computer to keep the engine operating at optimum conditions for emissions control and fuel economy and performance," he said.

Diesels must simultaneously meet very strict standards for particulates and oxides of nitrogen.

With GM's advanced, nickel-zinc batteries, electric vehicles are expected to get about 80 miles between recharges.

"This target range would satisfy over 90 percent of the daily trips that can be envisioned for electric vehicle users," Mair said. "But the batteries won't last the life of the vehicle, and because batteries are relatively expensive, a large percentage of our current work is directed at improving battery life," Mair said.

Hittle award

Donald E. Hittle, left, dealer at Hittle Pontiac-Cadillac, Inc., Greenville, O., is presented with his 25-year Pontiac recognition award by Charles L. Gress, assistant zone manager in Cincinnati.

used-car auction directory

Display Rates: $53.00 per column inch (minimum space, 1 inch on 1 column). Listing Rates: (Maximum: Four lines of type - 1 time, $13.50; 13-times, $11.50; 26-times, $10.00; 52-times, $9.00. For Frequency Display Rates Contact Want Ad Dept., Automotive News, 965 E. Jefferson, Detroit 48207. Phone (313) 567-9520. Closing: 10 days in advance.

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Brown receives NIADA's top dealer award

NEW ORLEANS. — The National Independent Automobile Dealers Assn. has presented its 1981 National Quality Dealer Award to Berford O. Brown, a used-car dealer in Trussville, Ala., for 19 years.

Brown is president of Trussville Motors, Inc. He received the award during NIADA's convention here.

Brown began selling and servicing cars at the age of 16 when a new-car dealer let him have a used car to recondition and sell. He purchased other cars and began to build a business.

His present dealership began in 1962 when, at the age of 26, he purchased property and started with a five-car inventory. Ten years later, he built his present facility, which has a showroom, sales offices and a service area. Trussville Motors merchandised nearly 700 cars in 1980.

Brown is first vice president and president elect of his state's independent dealer association.

Ranking of U.S. tire manufacturers

COMPANY	TIRES AND RELATED PRODUCTS SALES BY YEAR									
	1980		1979		1978		1977		1976	
	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole
Goodyear	7,015.6	83.1	6,860.9	83.3	6,313.4	84.3	5,579.1	84.2	4,833.9	83.5
Firestone	3,840.0	79.2	4,144.0	78.4	3,896.0	79.9	3,591.0	81.1	3,213.0	81.6
B. F. Goodrich	1,294.1	42.0	1,295.6	43.4	1,234.4	47.6	1,127.9	47.7	963.5	45.4
Uniroyal	1,117.4	48.6	1,359.3	52.8	1,575.3	57.6	1,489.0	57.7	1,322.8	57.3
General	981.3	44.2	1,061.8	46.2	971.8	44.2	856.4	40.6	810.6	40.1
Armstrong	401.3	100	393.7	100	377.0	100	367.1	100	329.4	100
Cooper†	324.0	100	283.2	100	260.7	100	246.5	100	240.1	100
Mohawk	142.2	78.7	163.8	77.9	174.9	79.1	168.8	83.5	165.6	91.4

COMPANY	TIRES AND RELATED PRODUCTS SALES BY YEAR									
	1980		1979		1978		1977		1976	
	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole	$ millions	% of whole
Goodyear	502.1	82.2	347.7	71.1	541.6	83.3	500.4	83.7	322.7	76.2
Firestone‡	(43.0)*	.....	157.0	54.3	(152.0)	.....	207.0	65.1	163.0	58.4
B. F. Goodrich	64.6	42.6	48.4	26.3	84.4	50.6	91.5	52.0	28.5	27.9
Uniroyal	3.6	3.2	(38.7)	.....	56.3	45.4	77.1	52.2	57.6	50.5
General	2.2	4.4	36.6	30.2	63.5	35.0	87.1	40.9	91.7	45.1
Armstrong	(21.3)	.....	19.3	100	24.2	100	34.0	100	23.7	100
Cooper**	24.5	100	7.8	100	10.3	100	14.1	100	18.6	100
Mohawk	11.5	85.1	10.2	67.6	5.7	43.3	6.4	53.4	N.A.	74.1

*parentheses indicate loss **pretax income †Cooper does not separate tire and non-tire sales ‡after phaseout and recall N.A.—not available

Goodyear remains No. 1 by wide margin

Goodrich passes Uniroyal in tire-firm rankings

Crain News Service

AKRON.—B. F. Goodrich Co. displaced Uniroyal, Inc., as the No. 3 domestic tire maker in 1980.

Goodrich experienced a slight decline in tire sales in 1980, but climbed above Uniroyal when the New York-based firm's sales slid even more.

Goodyear Tire & Rubber Co. remained the largest tire maker by far, outdistancing second place Firestone Tire & Rubber Co. by 82.7 percent, based on sales of tires and related products. Firestone in turn, sold nearly three times as many tires and related products as did third place BFG.

Goodrich, Uniroyal and General Tire & Rubber Co. are all grouped closely around the $1 billion sales mark. All three companies' tire sales comprise less than 50 percent of their respective companies' overall sales.

The next two companies, Armstrong Rubber Co. and Cooper Tire Co., are the antitheses to BFG and General; tires and related items are the only products they manufacture. Mohawk Rubber Co., on the other hand, has been concentrating on several non-tire product lines, a fact reflected in its past five years' results; tires have gone from 91 percent of Mohawk's sales in 1976 to 78 percent the past two years.

Goodyear has shown consistency in its tire segment, with tires comprising 83 to 84 percent of the company's overall sales and 71 to 83 percent of its operating profits in the past five years.

• Of the eight domestic tire makers, only Goodyear, Armstrong and Cooper experienced increased tire sales in 1980.

Goodyear, Armstrong and Cooper also were the only three to experience higher sales in each of the past five years. Goodyear's sales grew an average of about 10 percent per year, Cooper 7 percent and Armstrong roughly 3 percent.

Goodrich, after growing more than 8 percent yearly from 1976 to 1979, faltered slightly last year, as tire sales were down by 0.12 percent. Even taking that into consideration, BFG still grew almost 7 percent a year during the five-year period.

General also was growing nearly 8 percent yearly before experiencing an off year last year to slow its annual growth to about 4 percent.

The eight companies' overall figures reflect the tire rankings mirror perfect. Goodyear had overall 1980 sales of $8.44 billion, good for 36th place on the Fortune 500 list of the nation's top industrial firms.

Firestone was 73rd with sales of $4.85 billion while BFG was ranked 122nd based on sales of $3.08 billion. Uniroyal and General are nearly neck and neck at $2.3 billion and $2.22 billion respectively, putting them 164th and 171st on the Fortune 500 list.

Armstrong, $401.3 million, Cooper, $324 million, and Mohawk, $180.7 million, follow in the second 500.

Oregon dealers elect Trachsel president

PORTLAND, Ore. — Howard Trachsel, of Trachsel Buick, Salem, has been elected president of the Oregon Automobile Dealers' Assn. He succeeds Bob Murray, Murray Chevrolet Co., Gresham.

Other officers are Wayne Kuni, Kuni Cadillac, Beaverton, vice president; Jack Koken, Lithia Motors, Medford, treasurer, and Allan Larsen, Larsen Motor Co., McMinnville, secretary.

Machine Tool Operations is newly formed GM unit

WARREN, Mich.—Recognizing the potential use of the General Motors - developed Numerically Controlled (N/C) Painting System in GM plants worldwide, the GM Manufacturing Staff has established a new activity, Machine Tool Operations, according to Thomas O. Mathues, GM vice president in charge of the Staff.

The N/C Paint System, which is still in the development stage, totally automates the spray painting of car and light truck bodies. In its first installation, the computer - operated paint system will consist of three pairs of automatic roof and side sprayers, five pairs of N/C paint machines with door openers, and an off-line teaching booth that houses one N/C painter with door opener.

Automatic side and roof sprayers are fixed-length stroke devices that are already widely used in painting operations. The system's hardware will vary depending upon painting requirements and physical limitations of the plant.

Guilford W. Forbes has been named the director of the section. Reporting to Forbes is Robert J. Caulfield, manager, Flexible Automation Systems, and Gerhard K. F. Haas, manager, Balance Engineering.

"Flexible Automation Systems will provide, install and service the N/C Painter System in GM plants." Mathues said. "This new operation is the most expeditious and efficient way of insuring the speedy introduction of this new technology into our manufacturing plants.

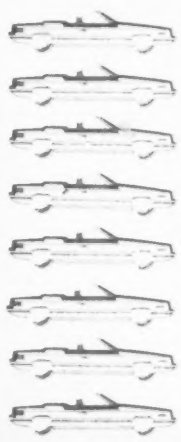
"The N/C painter has taken six years to develop by GM scientists and engineers. There is no similar product like this on the market today," he added.

Balance Engineering, also being brought under the umbrella of the newly-formed section, has a long history within GM. Formed by GM Research Labs in 1923 to manufacture balance machines for use in GM plants, Balance Engineering has developed into an industry leader in the making of high-technology precision balancing machines for companies and governments throughout the world.

Some decanter!

Pete Barengo, left, owner of Sierra Wine & Liquor, Reno, Nev., presents the first of a 2,500-limited edition whiskey decanter to Mead Dixon, chairman, Harrah's Hotels and Casinos, Reno and Lake Tahoe. The special decanters are tiny replicas of the 1933 Duesenberg.

CONVERTIBLES



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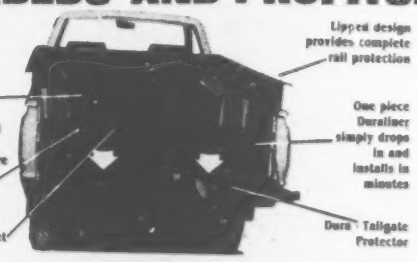
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But total is well ahead of year-ago period

Auto production drops for week

By Patricia Hoffman
Staff Writer

Although U. S. auto production last week fell below the previous week's total, output continues to stay above the comparable year-ago figures.

The auto makers targeted production last week at 158,925 units, down 4.91 percent from 167,125 built the previous week, but up 25.31 percent from 126,822 assembled in the comparable 1980 week.

So far this year, the makers have completed 3,356,232 cars, up 2.15 percent from 3,285,626 built in the same period last year.

Breakdown for last week by company is: General Motors, 64.33 percent; Ford Motor, 20.73 percent; Chrysler Corp., 10.63 percent; Volkswagen of America, 2.37 percent; American Motors, 1.89 percent, and Checker Motors, 0.05 percent.

Saturday overtime was scheduled last week at six assembly plants.

GM's Flint, Oklahoma City, Wilmington, Lordstown and Van Nuys assembly points all worked Saturday (June 20).

Also working last Saturday was Chrysler Belvidere. The plant worked only one of two shifts on Friday, June 12, and Monday, June 15.

Belvidere will continue on daily overtime schedules this week with both shifts working nine-hours.

Also at Chrysler, the Jefferson and Newark assembly plants will work two daily nine-hour shifts this week.

GM said that its Framingham assembly plant (Century, Regal and Cutlass) closed Monday (June 15) to begin changeover into 1982 models.

According to GM, the plant is slated to resume operations either the third or fourth week of September, (tentatively Sept. 21) with production of the new front-wheel-drive A-cars.

Due to lagging sales, Checker Motors' Kalamazoo assembly point has scheduled downtime, which began Friday (June 19) with operations resuming July 13.

Saturday overtime was scheduled last week at two Ford assembly plants—Kansas City and Atlanta.

Also at Ford, daily overtime is slated this week at Wayne, Dearborn and Metuchen. Downtime is slated this week at the Ford Chicago plant.

Complaint on Volvo pricing ruled a class-action matter

SAN FRANCISCO. — The three-judge First District State Court of Appeals here has ruled that a lawsuit in which Charlene P. Rosack, of San Mateo, charges Volvo of America Corp. with price-fixing should be tried as a "class action."

The ruling will, in the event Rosack proves her charges, open any money judgement against Volvo to sharing by approximately 50,000 buyers of Volvo automobiles.

The 33 page ruling, written by Justice Betty Barry-Deal, was unanimous, with the concurrence of Acting Presiding Justice James Scott and Justice Sidney Feinberg.

The litigation, which eventually will be heard before a San Mateo County Superior Court judge still to be assigned, accuses Volvo of "discouraging dealers from offering discount prices to potential and actual buyers of Volvo models."

"This decision," said Rosack's attorney, Susan Yvonne Illzston, "will have a substantial impact. What it means, is that large corporations cannot henceforth attempt to prevent consumers from obtaining relief in the courts merely by creating minor differences in marketing techniques or in pricing practices."

Volvo will be represented by several attorneys, including Daniel Williams, of Los Angeles.

The litigation began in March, 1976, when Rosack filed suit against Volvo charging representatives of the company had "engaged in a vertical retail pricing management scheme between 1967 and 1976 in which Volvo dealers were coerced into offering little or no discount from the vehicle sticker price."

"This resulted," the legal action alleged, "in artificial maintenance of the price of Volvo vehicles above the free competitive levels, in violation of California's antitrust laws embodied in the Cartwright Act."

That initial action was appealed to the U. S. Supreme Court which ruled the case was a state and not a federal issue.

EV marketing seminar opens in New York

NEW YORK — Electric Vehicle Progress, an industry newsletter, is sponsoring a two-day seminar here June 22 and 23, "Moving Toward EV Marketing: Mobilizing a New Industry."

Government and industry speakers will address methods of overcoming technical and marketing barriers. Results of a new marketing study will also be presented.

Truck production top week ago; far ahead of 1980

U. S. truck production last week took a substantial jump over the comparable year-ago week's total, and year-to-date, output continues to climb above the comparable 1980 period.

The truck makers slated 42,324 units last week, up 3.22 percent from 41,003 completed in the previous week, and up considerably by 51.80 percent from 27,882 built in the same week last year.

Year-to-date, the makers have assembled 874,255 trucks, up 9.42 percent from 798,991 built in the same period last year.

Saturday overtime was scheduled last week at General Motors' Detroit (Chevrolet chassis) truck assembly plant.

Daily overtime is slated this week at the Chrysler Warren truck point. The plant will work a daily nine-hour shift.

Saturday overtime was scheduled last week at Ford's Ohio truck facility.

Downtime is slated this week at the Ford San Jose truck assembly point.

Canadian output of cars climbs to 23,617 for week

Canadian auto production last week was up from the previous week and the comparable 1980 week, although the total remained below last year's year-to-date output.

The auto makers targeted production last week at 23,617 units, up 2.84 percent from 22,965 built the previous week, and up 12.41 percent from 21,010 in the comparable year-ago week.

So far this year, the makers have assembled 432,853 cars, down slightly from 434,543 built in the comparable 1980 period.

Canadian truck production last week was 12,648, up 2.84 percent from 12,299 trucks built the previous week, but down 1.20 percent from 12,802 completed the same week last year.

Year-to-date output for the truck manufacturers was 277,034 units, up 1.59 percent from 272,704 built the same period in 1980.

Overtime was scheduled last Saturday (June 20) at Chrysler's Pillette Road truck assembly point. The plant has also slated overtime for next Saturday (June 27).

All other Canadian assembly plants will be working regular schedules this week.

U. S. CAR PRODUCTION

	Week Ended June 20, 1981	Week Ended June 21, 1980	Week Ended June 13, 1981	June to Date	Jan. 1 to June 21, 1980	Jan. 1 to June 20, 1981
AMERICAN MOTORS	3,000*	.....	2,400*	7,800*	84,157	54,054*
AMX	.....	.....	.....	.....	.....	.....
Spirit	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
Eagle	.....	.....	.....	.....	.....	.....
Pacer	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	16,900	7,700	18,865	55,199	318,178	405,826
Plymouth Total	8,800	4,150	10,228	29,272	145,426	209,097
Horizon	3,300	3,300	9,929	9,831	78,851	78,509
Reliant	5,500	.....	7,299	19,441	.....	121,001
Volare	.....	.....	.....	.....	50,706	.....
Caravelle	.....	.....	.....	.....	3,739	2,139
Gran Fury	.....	850	.....	.....	12,130	7,448
Chrysler Total	.....	150	.....	.....	42,376	22,098
LeBaron	.....	.....	.....	.....	32,543	17,236
Chrysler	.....	150	.....	.....	9,833	4,862
Dodge Total	8,100	3,400	8,637	25,927	130,376	174,631
Omni	3,800	2,800	2,955	10,851	69,078	62,668
Aspen	.....	.....	.....	.....	36,328	.....
Aries	4,300	.....	5,682	15,076	.....	95,637
Diplomat	.....	.....	.....	.....	15,566	12,644
St. Regis	.....	600	.....	.....	9,404	3,682
FORD MOTOR	32,952	29,075	36,900	104,005	659,354	716,345
Ford Division	21,509	23,690	24,079	67,901	488,329	489,041
Escort	8,359	.....	7,475	23,988	.....	183,659
Pinto	.....	3,521	.....	.....	55,781	.....
Fairmont	5,211	6,366	4,863	14,995	138,805	104,440
Must./Must. II	4,956	5,305	5,013	14,671	131,159	82,416
Granada	2,983	.....	2,811	8,533	42,808	43,392
Thunderbird	.....	4,811	2,231	2,231	72,846	34,248
Ford	.....	3,687	1,686	3,483	46,930	40,886
L-M Division	11,443	5,385	12,821	36,104	171,025	227,304
Mercury Total	9,760	5,385	10,771	30,321	155,134	192,643
Bobcat	.....	451	.....	.....	10,309	.....
Lynx	3,041	.....	2,840	8,945	.....	63,654
Capri	1,933	1,428	2,136	5,943	37,703	28,776
Zephyr	2,100	1,740	1,996	6,090	44,052	31,949
Cougar/Monarch	1,393	.....	1,458	4,383	14,131	22,172
XR-7	.....	1,766	1,034	1,034	23,721	14,811
Mercury	1,293	.....	1,307	3,926	25,218	31,281
Lincoln Total	1,683	.....	2,050	5,783	15,891	34,661
Lincoln	839	.....	1,028	2,899	5,880	16,887
Mark VI	844	.....	1,022	2,884	8,150	17,774
Versailles	.....	.....	.....	.....	1,861	.....
GENERAL MOTORS	102,243	85,591	105,502	309,899	2,122,38[illegible]	,089,834
Buick Division	17,988	13,731	20,774	57,989	418,185	463,963
Skylark	5,089	4,333	5,554	15,970	113,765	126,800
Century	1,810	3,690	2,254	6,388	92,271	82,883
Regal	5,830	4,473	7,617	20,811	110,686	141,468
Buick	3,929	1,235	4,013	11,041	77,147	83,160
Riviera	1,330	.....	1,336	3,779	24,316	29,652
Cadillac Division	7,335	2,141	6,813	20,786	105,480	138,014
Cimarron	1,000	.....	817	2,481	.....	3,437
Seville	490	.....	490	1,391	17,906	13,819
Eldorado	1,605	.....	1,603	4,558	27,097	33,197
Cadillac	4,240	2,141	3,903	12,356	60,477	87,561
Chevrolet Division	41,089	36,947	40,060	120,654	889,941	755,497
Chevette	7,491	9,655	8,298	23,114	224,632	162,029
Cavalier	3,945	.....	2,860	9,500	.....	21,568
Monza ('80)	.....	4,153	.....	.....	85,013	.....
Camaro	4,424	2,540	4,099	13,234	65,928	72,027
Citation	8,865	9,429	8,240	25,523	234,380	183,643
Malibu	6,875	6,770	7,009	20,865	136,580	139,545
Monte Carlo	4,029	1,200	4,291	12,464	55,221	74,446
Chevrolet	4,800	2,400	4,810	14,386	65,765	87,982
Corvette	660	800	453	1,568	21,922	14,257
Oldsmobile Division	20,213	19,024	22,001	64,205	412,635	480,229
Omega	3,300	2,254	3,166	9,735	59,899	75,844
Cutlass	9,950	10,820	11,863	33,728	205,229	241,001
Oldsmobile	5,908	5,950	5,914	17,743	127,033	138,506
Toronado	1,055	.....	1,058	2,999	20,474	24,878
Pontiac Division	15,618	13,748	15,854	46,265	296,148	252,131
Acadian†	475	360	559	1,507	12,753	11,747
J2000	3,055	.....	2,719	7,869	.....	18,885
Sunbird ('80)	.....	3,766	.....	.....	75,491	.....
T1000	2,444	.....	2,423	7,242	.....	34,549
Firebird	2,536	1,540	2,395	7,684	43,529	34,556
Phoenix	2,580	2,932	2,475	7,581	68,403	59,246
Grand Prix	2,555	2,240	3,037	8,138	30,808	53,043
LeMans	1,615	1,720	1,894	5,172	31,346	32,544
Pontiac	358	1,190	352	1,072	33,818	7,561
VOLKSWAGEN	3,760	4,375	3,383	7,143	99,974	88,955
CHECKER	70*	81	75*	215*	1,574	1,218*
Total Cars, U. S.	158,925	126,822	167,125	484,261	3,285,626	3,356,232

TRUCK PRODUCTION IN U. S.†

	Week Ended June 20, 1981	Week Ended June 21, 1980	Week Ended June 13, 1981	June to Date	Jan. 1 to June 21, 1980	Jan. 1 to June 20, 1981
CHEVROLET	14,397	5,732	12,651	40,345	247,086	282,758
DODGE/PLYMOUTH	2,400	4,300	2,952	7,839	77,259	46,844
FORD	15,296	11,843	16,056	47,034	281,321	319,043
GMC	3,990	.....	3,665	12,068	78,563	94,229
INTERNATIONAL	1,690*	2,485	1,658*	5,006*	21,364	35,533*
MACK	940	625	834	1,774	14,110	21,775
JEEP	.....	445	.....	.....	13,014	.....
AMC CORP.	2,121*	1,428*	1,697*	5,515	41,189*	42,198
VOLKSWAGEN	90*	143*	90*	270	4,424*	2,075
WHITE	.....	.....	.....	.....	.....	.....
MISCELLANEOUS	1,400*	881*	1,400*	4,200	20,661	29,800
Total Trucks, U. S.	42,324	27,882	41,003	124,051	798,991	874,255

CANADIAN TRUCK PRODUCTION

	Week Ended June 20, 1981	Week Ended June 21, 1980	Week Ended June 13, 1981	June to Date	Jan. 1 to June 21, 1980	Jan. 1 to June 20, 1981
CHRYSLER CORP.	2,400	1,997	2,011	6,439	22,536	38,746
FORD MOTOR	3,472	3,720	3,493	10,813	95,552	83,308
GENERAL MOTORS	6,531	6,570	6,546	19,800	134,079	149,013
AMERICAN MOTORS	.....	.....	.....	.....	11,644	.....
INTERNATIONAL	245	475	249	741	7,661	5,967
MACK	.....	40	.....	.....	1,232	.....
WHITE	.....	.....	.....	.....	.....	.....
Total Trucks, Canada	12,648	12,802	12,299	37,293	272,704	277,034
N. American Trucks	54,972	40,684	53,302	161,344	1,071,695	1,151,289

†—Now includes window van production. *—Estimated.
Jeep includes commercial vehicles only. All General includes government-destined vehicles.
All General will no longer be figured in with North American trucks.

CANADIAN CAR PRODUCTION

	Week Ended June 20, 1981	Week Ended June 21, 1980	Week Ended June 13, 1981	June to Date	Jan. 1 to June 21, 1980	Jan. 1 to June 20, 1981
AMERICAN MOTORS	840	.....	728	2,292	.....	15,835
CHRYSLER CORP.	2,232	2,400	1,879	5,298	34,594	17,708
FORD MOTOR	7,256	6,465	7,358	22,313	131,516	114,139
GENERAL MOTORS	13,064	11,920	12,775	38,710	263,203	279,994
VOLVO	225	225	225	644	5,230	5,177
Total Cars, Canada	23,617	21,010	22,965	69,257	434,543	432,853
N. American Cars	182,542	147,832	190,090	553,518	3,720,169	3,789,065
N. American Trucks	54,972	40,684	53,302	161,344	1,071,695	1,151,289
North American Cars and Trucks	237,514	188,516	243,392	714,862	4,791,864	4,940,374

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.